HELICOPTER ROUTE CHART
LOS ANGELES

EAST — WEST

LEGEND

Consult Chart Supplement for details involving airport lighting, navigation aids and services.
All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

- Hard-surfaced runways 1500 ft. or greater
- Open dot on hard-surfaced runway configuration indicates approximate VOR, VOR-DME, DME or VORTAC location. All recognizable hard-surfaced runways, including those closed, are shown for navigational reason.
- Other than hard-surfaced public use
- (R) Private use

HELIPORTS

- Heliports - public and private
- Medical Center
- Helipads located at major airports
- Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

OTHER

- (U) Ultralight Flight Park Selected
- Seaplane Base

AIRPORT DATA

Box indicates FAR 93, Special Air Traffic Rules & Airport Traffic Patterns.

FSS — FAR 91 NO SVFR — Location Identifier

[NAME] [NAME]PHNAME — (CA) Location Indicator shown outside contiguous U.S.

CT - 118.3 • ATIS 123.8 — 2885 L 122.95 — Unverified Heliport — UNICOM — Airport of Entry — Hr. ADC

FSS - Flight Service Station

NO SVFR - Fixed-wing special VFR flight is prohibited.

CT - 118.3 – Control Tower (CT) - primary frequency

• - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.

(R) - Follows the Common Traffic Advisory Frequency (CTAF)

(C) - Weather Camera

ATIS 123.8 – Automatic Terminal Information Service

ASOS/AWOS 135.42 – Automated Surface Weather Observing Systems providing minute-by-minute weather updates. Some ASOS/AWOS facilities may not be located at airports.

UNICOM - Aeronautical advisory station

2885 - Elevation in feet

L - Lighting in operation Sunset to Sunrise

*L - Lighting limitations exist; refer to Supplement.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights.

RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES

- VHF OMNI RANGE (VOR)
- VORTAC
- VOR-DME — DME
- Other facilities, i.e., FSS Outlet, RCO, etc.
- Non-Directional Radio Beacon (NDB)
- NDB - DME

Examples: 122.6 OAKDALE 360° 116.6 OAK; 123.6 HOMER HOM

Underline indicates no voice on frequency.

- Crosshatch indicates part-time use
- Operates less than continuous or On-Request.
- AWOS/AWOS
- Weather Camera 122.1R

FSS radio providing voice communication — MIAMI

Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2 and 243.0 are available at many Alaskan FSSs and are not shown above boxes. All other frequencies are shown.

R - Receive only

•Frequencies above this line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Supplement for complete information.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.

HELICOPTER ROUTES

Compulsory — Non - Compulsory

PRIMARY — MARRIOTT 118.3

SECONDARY OR MILITARY

TRANSITION

POLICE ZONES

Route Name — Tower Frequency — Arrow Indicates One-way Route — Altitude Changeover Point — Reporting or Holding Points

ZONE 500 — Maximum Altitude — 600 Minimum — 500 Maximum — 500 Recommended

Recommended Route Altitude

- Class B Airspace
- Class C Airspace (Mode C - see FAR 91.215(AIM).)
- Class D/Class C Airspace Surface Area
- MODE C (See FAR 91.215/AIM.)
- Class A (Airspace from 18,000 MSL up to and including FL60)
- Class E (Airspace designated for transportation)
- Class E (Airspace designated for Military Training Route)
- ADIZ - Air Defense Identification Zone

- Prohibited, Restricted, and Warning Areas
- Military Operations Areas (MOA)
- Alert Areas (do not extend into Class A, B, C and D airspace, or Class E airport surface areas.
- Special Airport Traffic Area
- Parachute Jumping
- National Defense Airspace
- Temporary Flight Restriction Area

OBSTRUCTIONS

1000 ft and higher AGL — (msl) (agl)

- Above 200 ft & below 1000 ft AGL
- Group Obstruction
- Obstruction with high-intensity lights, may operate part-time.

Wind Turbine Farm — Elevation of the highest obstacle use level. Height above ground — Under construction or reported; position and elevation unverified. NOTICE: Guy wires may extend outward from structures.

TOPOGRAPHIC INFORMATION

- Power Transmission Line
- Aerial Cable
- Lookout Tower
- 618 (Elevation-Base of Tower)

MISCELLANEOUS

- A - Aerobatic Practice Area (See Supplement.)
- G - Glider Activity
- H - Hang Glider Activity
- U - Ultralight Activity
- W - Parachute Jumping Area (See Supplement.)
- Space Launch Activity Area
- VPXYZ — VFR Waypoints
- STADIUM — Intermittent TFR site within 3 NM, up to 6 incl 3000' AGL)
- NAME (VPXYZ)
- QUEEN MARY — Pictorial Symbol

LOS ANGELES HELICOPTER
HELICOPTER ROUTE CHART SCALE 1:125,000

Federal Aviation Administration

TM

EFFECTIVE 0901Z **19 MAR 2026**
TO 0901Z **14 MAY 2026**

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/

Published from digital files compiled in accordance with Interagency Air Committee specifications and agreements approved by Department of Defense Federal Aviation Administration.

Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

FAA Product ID: HELLA

NSN 7641014104434

NGA REF. NO. HELOXLOSANGLVFR

EFF. DATE 26078

CONTROL TOWER FREQUENCIES ON LOS ANGELES HELICOPTER ROUTE CHART - WEST

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies) Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below.ATIS operational hours may differ fromtower operational hours.

"NOVH/FR" indicates Monday through Friday.

O/T indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS
BOB HOPE	CONTINUOUS	118.7 234.0 (H) 120.325 (HELI)	123.9 348.6	134.5 135.125 (ARR VIA FIM/ FMD VORTAC CNH7)
CAMARILLO	0700-2100	128.2 269.4	121.8	126.025
JACK NORTHROP FLD/ HAWTHORNE (HHR)	0600-2200	120.1 257.8	125.1	118.4
LONG BEACH (EXAGHENTRY FLD)	0615-2345	119.4 (RWY 30 ARR 120.2 (RWY 12 ARR 120.2 (RWY 30 DEP) 257.4	133.0 257.4	127.75
LOS ALAMITOS AAF	0700-2200 (ACH THU 0700-1600 (RCNHA) CLSD FED HOL EXP CLOSURE PER NOTAM	123.85 251.15	126.95 257.95	118.875 379.975
LOS ANGELES INTL	CONTINUOUS	133.9 239.2 (N COMPER) 120.9 (S COMPER) 119.8 239.2 (HELI)	121.4 (W) 121.65 (E COMPER) 121.75 (S COMPER) 307.0	133.8 (ARR) 135.65 (DEP)
OXNARD	0700-2100	134.95 257.8	121.9	118.05
POINT MUGU NAS (NAVAL BASE VENTURA CO)	0700-1600	124.85 340.5	121.6 360.2	125.55 363.05
SAN GABRIEL VALLEY	0800-2000	121.2	125.9	118.75
SANTA MONICA MUNI	0700-2100	120.1 257.8	121.9	119.1
VAN NUYS	0600-2245	119.3 (132°-340° & RWY 16/34) 120.7 (340°-131° & RWY 16/34) 119.0 (HELI OPNS)	121.7	127.55
WHITEMAN	0800-2000	135.0	121.0	132.1
ZAMPERINI FLD	0700-2000	124.0 (E) 133.075 (W) 257.8	120.9	125.6

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
LOS ANGELES CLASS B	124.3 124.5 124.9 125.2 127.4 269.0 269.2 269.4 282.2 343.55 346.05 353.075 384.25 343.55	CONTINUOUS
BURBANK CLASS C	120.4 360.4 (VHF 290° BUR 029°) 134.2 338.2 (VHF 140° (360°) 135.05 317.5 (BUR 050° (120°) 134.6 256.8 (BUR 130° (VHF) 140°)	CONTINUOUS
POINT MUGU NAS (NAVAL BASE VENTURA CO)	138.45 307.275 333.5 OUT 135.5 257.1 (LOS ANGELES OVER	0700-2200

SPECIAL USE AIRSPACE ON LOS ANGELES HELICOPTER ROUTE CHART - WEST

Unless otherwise noted altitudes are MSL and in feet. Time is local.
"H" in Time means "To end including"
"O" is "Until then"
NO A/G = No air to ground communications
Contact Flight Service for information.

† Other times by NOTAM.
NOTAM = Use of this term in restricted areas indicates that a NOTAM is required.
Active - Use of this term indicates other Special Use areas include the DoD NOTAM system.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-2519	UNLIMITED	CONTINUOUS	LOS ANGELES CNTR	133.5
W-289 S, E, W	UNLIMITED	INTERMITTENT BY NOTAM	LOS ANGELES CNTR	132.15

EMERGENCY OPERATIONS FREQUENCIES

The frequencies listed below are the emergency operations frequencies used by the fire departments and other government agencies in the Los Angeles Basin and Ventura County.They are not to be used by personnel not associated with those agencies, unless conducting operations that require their use.

AGENCY	FREQUENCIES
VENTURA AIR OPERATIONS	121.925 123.025 132.95 132.975 135.225 118.925 132.85
CDF RYAN TOWER (HEMET)	122.925
CDF	122.975
GLENDALE POLICE	123.025
HOOPER HELIPORT (KNKT)	123.975
LA CITY FIRE	119.975
LA CO FIRE	123.975 122.975
LA CO SHERIFF	122.072
ONTARIO POLICE	123.025
ORANGE COUNTY POLICE	123.025
PASADENA POLICE	123.025
RIVERSIDE POLICE	123.025
SAN BERNARDINO CO & SHERIFF	122.825
VDCO, SEARCH & RESCUE	123.10 123.050
VENTURA CO FIRE & SHERIFF	124.550

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LA CO SHERIFF	122.072
ONTARIO POLICE	123.025
ORANGE COUNTY POLICE	123.025
PASADENA POLICE	123.025
RIVERSIDE POLICE	123.025
SAN BERNARDINO CO & SHERIFF	122.825
VDCO, SEARCH & RESCUE	123.10 123.050
VENTURA CO FIRE & SHERIFF	124.550

NOTE
HIGH DENSITY HELICOPTER TRAFFIC OFFSHORE OXNARD AND VENTURA

See NOTAMs/Supplement for Class D off hrs

Warning: National Defense Operating Areas: Operations hazardous to the flight of aircraft conducted within these areas.

Caution: At or below 2000' when operating along a line parallel to and one mile North along the 91 Freeway Corridor from West Basin VOR-DME to Prado Dam and all areas North of this line in the LA Basin of Manhattan Beach pier, East along the 91 Freeway to Prado Dam and all areas North of this line in the LA Basin, pilots are encouraged to make regular position reports on 123.025 when not in contact with ATC. ATC flight following is recommended.

HELICOPTER ROUTES DEPICTED ALONG COASTLINE ARE INTENDED TO BE FLOWN 750' OFFSHORE OVER WATER, NOT PIERS, BULKHEADS OR LAND.

LOS ANGELES SPECIAL FLIGHT RULES AREA 3500' & 4500' MSL REFER TO CURRENT LOS ANGELES VFR TERMINAL AREA CHART FOR ADDITIONAL USER REQUIREMENTS

EXPECT LINCOLN ROUTE DURING EAST FLOW (LANDING), SEPULVEDA ROUTE DURING WEST FLOW

EXAMPLES OF CLASS B ALTITUDES
70 - - - Ceiling in hundreds of feet MSL
30 - - - Floor in hundreds of feet MSL

CAUTION: ROUTES DEPICTED AND ALTITUDES ASSIGNED DO NOT PROVIDE OBSTACLE CLEARANCE PROTECTION. PILOTS ARE RESPONSIBLE FOR SEEING AND AVOIDING TERRAIN AND OBSTACLES. THIS CHART DOES NOT DIRECT COMPLETE OBSTACLE INFORMATION DUE TO THE HIGH CONCENTRATION OF OBJECTS IN THE AREA. OBSTACLES AND OTHER FEATURES SUCH AS POWER TRANSMISSION LINES AND PROMINENT STRUCTURES ARE DEPICTED FOR LANDMARK VALUE ONLY.

TRANSITION ROUTES

EL MONTE NORTH: Approach/departure corridor
Arrival - - - Follow the wash south to the airport.
Departure - Follow the wash north.

EL MONTE SOUTH: Approach/departure corridor
Arrival - - - From I-10, follow the Rio Hondo Wash north to the airport.
Departure - Follow the Rio Hondo Wash south to I-10.

MARINA: Santa Monica Pier to Marina Del Rey Inlet.

SANTA MONICA: Approach/departure
Arrival - - - All approaches begin at or above 900' MSL north of the airport. Arrivals from the south cross midfield at or above 900' MSL to the north side. Execute a 270 degree approach to the runway. Descent from 900' MSL should be made over the airport or business park.
Departure - Runway 21 - Depart via the runway and offset to the left to overfly the entire length of the Penmar Golf Course. No crosswind turns permitted prior to Lincoln Boulevard.
Runway 03 - Depart via the runway and proceed straight to the San Diego Freeway before executing any crosswind turn.
All arriving/departing helicopters will be sequenced with the flow of fixed wing aircraft.

DESCRIPTION OF HELICOPTER ROUTES

ALAMEDA: Connects POMONA and IMPERIAL routes along the Alameda Corridor at or below 1000' MSL.

ANTESIA (ANTESIA BLVD AND SR-91): Hawthorne Blvd to the SR-91 and SR-55 (Costa Mesa Freeway) interchange.

COAST: Between I-110 (Vincent Thomas Bridge) and Camp Pendleton. From Long Beach proceed 750 feet from the coastline until Camp Pendleton.

COLISEUM: Begins abeam the Coliseum at the HARBOR route, proceed along Vernon then direct to join SEPULVEDA route.

CULVER: From I-405 and Slauson west to the Lincoln and Culver Blvd intersection. Then west along the Marina Freeway to the Marina Del Rey Harbor inlet

FOOTHILL FREEWAY (I-210, FOOTHILL BLVD): From the SR-134 and I-210 interchange to the Foothill Blvd.and L215 Intersection

GARDEN GROVE FREEWAY (I-22): From the I-405 Freeway and SR-22 interchange to the SR-55 (Costa Mesa Freeway) and SR-22 interchange.

GOLDEN STATE (I-5): Newhall Pass to the Santa Ana Freeway (I-5) and the East LA interchange.

HARBOR FREEWAY: Between the Vincent Thomas Bridge (San Pedro) and Hollywood Freeway (U.S. Route 101)

LAX West Traffic: At 900' MSL or as assigned by ATC from Imperial Blvd and Harbor Freeway (I-110) interchange to Vernon Avenue and Harbor Freeway (I-110) interchange.

LAX East Traffic: At 500' MSL or as assigned by ATC from Imperial Blvd and Harbor Freeway (I-110) interchange to Vernon Avenue and Harbor Freeway (I-110) interchange.

HOLLYWOOD FREEWAY (SR-170/SR-101): From Golden State Freeway (I-5) and the SR-170 interchange to the Golden State Freeway and the Pamona Freeway (SR-60) interchange.

IMPERIAL: From SHORELINE to San Gabriel (I-605) Imperial Blvd interchange. At or below 500' MSL or assigned by ATC from SHORELINE to SEPULVEDA. At or below 900' MSL from Imperial Blvd and Harbor Freeway (I-110) interchange to Imperial Blvd and San Gabriel (I-605) interchange.

INDUSTRIAL:
Southbound: Crossing 105 Freeway at 1500' MSL, offset east to join the MTA Green Line west side of the tracks. Descend along the west side of Green Line to st or above 900' MSL. Once passing the Redondo Green Line Station, offset to join the 405 Freeway southbound.
Northbound: Abeam the MTA Green Line Station at Redondo Beach at or above 900' MSL, offset west of the tracks and follow the Green Line while climbing to 1500' MSL. Prior to reaching the 105 Freeway, offset west to join Sepulveda Blvd.

LINCOLN: From Lincoln Blvd and Ballona Creek follow Lincoln Blvd to the northern boundary of LAX. Cross mid-field fly over Tom Bradley INTL terminal to Imperial Highway at 1500' MSL or as assigned by ATC.

LONG BEACH FREEWAY (I-710): Long Beach Harbor (Queen Mary) to the San Bernardino Freeway (I-10) and the Long Beach interchange. Maintain 1000' MSL, or below when operating between the ARTESIA route and southern boundary of LAX Class B airspace to avoid conflict with HHR IFR arrivals.

PALISADES: From Point Mugu offshore 750 feet from the coastline until SMO Class D.

POMONA FREEWAY (SR-60): Between the Santa Monica (I-10) and Harbor Freeway (I-110) interchange and the I-10 and SR-60 interchange at Beaumont.

SAN BERNARDINO FREEWAY (I-10): I-5 (Santa Ana) and I-10 to Redlands.

SAN DIEGO FREEWAY (I-405): From the I-5 (Golden State Freeway) and I-405 interchange to the west LA VA Medical Center.

SAN GABRIEL FREEWAY (I-605): COAST route at Surfside direct to I-405 and Los Alamitos Blvd, Los Alamitos Blvd to Katella to I-605, I-605 to the Foothill Freeway (I-210) and I-605 interchange.

SEPULVEDA (SEPULVEDA, I-405, SLAUSON AVE): From the Sepulveda and Imperial Highway intersection, north along Sepulveda to I-405 to Slauson at 2500' or as assigned by ATC.

SHORELINE: Connects CULVER route to IMPERIAL route along the shoreline, remain offshore within 1/4 mile of the shoreline at or below 150' MSL.

SOUTH BAY: From Manhattan Beach proceed 750 feet from the coastline until the Los Angeles Harbor breakwater.

VENTURA FREEWAY (US-101 AND SR-134): From the Ventura Freeway (US-101) and PCH (SR-1) interchange to the SR-134 and the Foothill Freeway (I-210) interchange.

MILITARY TRAINING ROUTES (MTRs)
All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted - route widths and altitudes are not shown.
DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

Aircraft operating in the vicinity of W-289 should contact Fwad Control on 132.425 306.6 or Los Angeles Center/FSS.

INTENSIVE FLIGHT TRAINING AREAS

CAUTION INTENSIVE FLIGHT TRAINING 123.0 BELOW 4500' LAKE MATHEWS

NAME	CEILING	FREQ
SANTA PAULA	5000	122.775
SIMI VALLEY	4500 AT OR BELOW 2000	122.775 123.025
SANTA CLARITA	7500 AT OR BELOW 2000	122.775 123.025
PALOS VERDES	4500 AT OR BELOW 2000	121.95 122.85
LONG BEACH	4500 AT OR BELOW 2000	121.95 122.85

To enhance safety in the vicinity of intensive flight training, frequencies are listed for air-to-air communications with other pilots using or transitioning the area.

The following guidelines are encouraged when utilizing these areas:

The flight does not require communications with or a clearance from Air Traffic Control.

All flights are to be conducted under visual flight rules and in compliance with FAR 91.155.

Pilots are encouraged to have a current Los Angeles Terminal Area Chart in the aircraft.

Use of a windsock/sock lights, aircraft position/navigation lights and landing lights is recommended.

Use of indicated VFR procedures is helpful to provide location information between pilots using these areas.

Caution: At or below 2000' when operating along a line parallel to and one mile North along the 91 Freeway Corridor from West Basin VOR-DME to Prado Dam and all areas North of this line in the LA Basin of Manhattan Beach pier, East along the 91 Freeway to Prado Dam and all areas North of this line in the LA Basin, pilots are encouraged to make regular position reports on 122.85 when not in contact with ATC. ATC flight following is recommended.

CAUTION INTENSIVE FLIGHT & AEROBATIC TRAINING 121.95 BELOW 4000' 122.85 AT OR BELOW 2000' PALOS VERDES

IN HARBOR AREA EAST OF PALOS VERDES POINT, ALONG COASTLINE & TO/FROM CATALINA, PILOTS ARE REQUESTED TO MONITOR 121.95 FREQ

TRANSITION ROUTES

CORONA:
Arrival – Riverside Freeway - Enter downwind midfield over the railroad tracks. Left traffic for Runway 25; Right traffic for Runway 07.
Departure - Runway 25 - Avoid overflying trees at the west end of the airport (bird nesting area). Climb clear of trees, 45 degree departure to the Riverside Freeway. Runway 07 - 45 degree departure to the Riverside Freeway.

EL MONTE NORTH: Approach/departure corridor
Arrival – Follow the wash south to the airport.
Departure - Follow the wash north.

EL MONTE SOUTH: Approach/departure corridor
Arrival – From I-10, follow the Rio Hondo wash north to the airport.
Departure - Follow the Rio Hondo wash South to I-10.

FULLERTON MUNICIPAL AIRPORT:
Arrival – (NW-NE) for both runway operations, follow railroad tracks (SW-SE) for Runway 24 operations, use Magnolia routing; for Runway 06 operations, use Dale routing.
Departure - (NW-NE) fly north until railroad tracks; turn west over railroad tracks. Cross a point east of Beach Blvd at 600' MSL. Make NE turn over Beach Blvd. Continue west over Railroad tracks before making any other turns. (SW-SE) fly south on appropriate route until over either freeway (I-5 or I-91) before making any turns. Cross the freeways at 600' MSL.

DESCRIPTION OF HELICOPTER ROUTES

ARTESIA (ARTESIA BLVD AND SR-91): Hawthorne Blvd to the SR-91 and SR-55 (Costa Mesa Freeway) interchange.

COAST: Between I-110 (Vincent Thomas Bridge) and Camp Pendleton. From Long Beach proceed 750 feet from the coastline until Camp Pendleton.

COSTA MESA FREEWAY (I-55): Between Newport Beach and Artesia/Riverside Freeway (SR-91)

EAST SAN DIEGO FREEWAY (I-405/I-5): Between Los Alamitos Blvd and Camp Pendleton.

FOOTHILL FREEWAY (I-210, FOOTHILL BLVD): From the SR-134 and I-210 interchange to the Foothill Blvd and I-215 intersection.

GARDEN GROVE FREEWAY (I-22): From the I-405 and SR-22 interchange to the SR-55 (Costa Mesa Freeway) and SR-22 interchange.

ORANGE FREEWAY (I-57): Between I-5 (Santa Ana Freeway) and SR-60 (Pomona Freeway).

POMONA FREEWAY (SR-60): Between the Santa Monica (I-10) and Harbor Freeway (I-110) interchange and the I-10 and SR-60 interchange at Beaumont.

RIVERSIDE FREEWAY (SR-91): From the SR-91 and SR-55 (Costa Mesa) interchange to the SR-91 and I-10 (San Bernardino Freeway) interchange.

SAN ANTONIO DAM: From FOOTHILL route northeast bound abeam Brackett Field then along the foothills, over the power lines, to join the Ontario Freeway (I-15).

SAN BERNARDINO FREEWAY (I-110): I-5 (Santa Ana) and I-10 to Redlands.

SAN GABRIEL FREEWAY (I-605): COAST route at Surfside direct to I-405 and Los Alamitos Blvd. Los Alamitos Blvd to I-605. I-605 to the Foothill Freeway (I-210) and I-605 interchange.

SANTA ANA FREEWAY (I-5): From the East LA interchange to the I-5 and I-405 interchange at the El Toro Y.

CAUTION: ROUTES DEPICTED AND ALTITUDES ASSIGNED DO NOT PROVIDE OBSTACLE CLEARANCE PROTECTION. PILOTS ARE RESPONSIBLE FOR SEEING AND AVOIDING TERRAIN AND OBSTACLES. THIS CHART DOES NOT DEPICT COMPLETE OBSTACLE INFORMATION DUE TO THE HIGH CONCENTRATION OF OBJECTS IN THE AREA. OBSTACLES AND OTHER FEATURES SUCH AS POWER TRANSMISSION LINES AND PROMINENT STRUCTURES ARE DEPICTED FOR LANDMARK VALUE ONLY.

CONTROL TOWER FREQUENCIES ON LOS ANGELES HELICOPTER ROUTE CHART - EAST

Airports with control towers are indicated on the face of the chart by the letters (T) followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.
Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ fromtower operational hours.
"MON-FRI" indicates Monday through Friday.
CLT indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS
BRACKETT FLD	0700-2100	118.2 (RWY 08/26) 120.3 (RWY 08/26)	125.0	124.4
CHINO	0700-2100	118.5	121.6	125.83
FULLERTON MUNI	0700-2100	119.1	121.8	125.05
JOHN WAYNE/ ORANGE COUNTY	0615-2300	119.9 (RWY 02R/20L) 120.8 (RWY 02L/20R) 340	120.8	126.0
LOS ALAMITOS AAF	0700-2000 MON-THU 0700-1600 FRI-SUN CLSD FED HOL EIP CLOSURE PER NOTAM	123.85 231.15	126.95 257.95	118.875 379.975
MARCH ARB	CONTINUOUS	127.65 253.5	121.75 335.8	134.75 239.05
ONTARIO INTL	CONTINUOUS	120.6 360.775	121.9 257.8	124.25
RIVERSIDE	0700-2000	121.0 257.8	124.125	128.8
SAN BERNARDINO INTL	0700-2100	118.45	121.8	134.175
SAN GABRIEL VALLEY	0800-2000	121.2	125.9	118.75

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
LOS ANGELES CLASS B	118.5 124.9 125.2 127.4 128.75 134.9 235.975 243.025 269.2 323.275 346.25 363.2	CONTINUOUS
ONTARIO CLASS C	120.6 338.2 (N-HE) 379.25 (NE-E) 134.0 278.3 (HE-S) 278.3 (E-S) 134.0 278.3 (S-SW) 125.1 347.2 (SW-W)	CONTINUOUS
RIVERSIDE MARCH FIELD CLASS C	119.25 133.5 270.275 306.975 O/T SOCAL APP 134.0 278.3	0700-2300 MON-FRI 0700-1800 SAT-SUN CLSD HOL O/T CLASS G
SANTA ANA CLASS C	121.3 243.1 (E135°-045° SNA) 134.1 132.7 379.375 350.325 (045°-130° SNA) 128.1 261.4 (130°-190° SNA) 124.725 269.6 (190°-315° SB) 127.2 269.6 (190°-315° ABV 3000 SNA)	0615-2300 O/T CLASS G

SPECIAL USE AIRSPACE ON LOS ANGELES HELICOPTER ROUTE CHART - EAST

Unless otherwise noted altitudes are MSL and in feet. Time is local.
"TO" on altitude means "To and including"
MOA - Military Operations Area
HO A/G = No air to ground communications
Contact Flight Service for information.

† Other times by NOTAM.
NOTAM = Use of this term in Restricted Areas indicates FAA and DoD NOTAM.
Other Special Use Airspace indicates the DoD NOTAM system.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-2503 A	SFC TO 2000	0600-2400†	LOS ANGELES CNTR	125.65
R-2503 B	SFC TO 13,000	0600-2400†	LOS ANGELES CNTR	125.65
R-2503 C	13,000 TO FL 270	INTERMITTNT BY NOTAM 24 HRS IN ADVANCE	LOS ANGELES CNTR	125.65
R-2503 D	2000 TO 11,000	INTERMITTNT BY NOTAM 24 HRS IN ADVANCE	SOCAL TRACON	124.1 127.3

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT AREAS AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management or U.S. Forest Service (hereafter referred as Agency/Agencies) without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator; 2) at officially designated landing sites; or 3) on approved official business of the Federal Government. All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following areas: Grand Canyon National Park, Yosemite National Park, Olympic National Park, Death Valley Monument, Big Game Refuges, Game Ranges, Wildlife Ranges, Conservation Areas, Wild and Scenic Rivers, Wilderness Areas and Primitive Areas administered by the Agencies. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley.
Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the four agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of Agency Areas

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines and railroads
Check NOTAMs and see AIM for details.

EXAMPLES OF CLASS B ALTITUDES

70 - - - Ceiling in hundreds of feet MSL
30 - - - Floor in hundreds of feet MSL.

ATTENTION
THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF).
The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).
Example: 12,500 feet 12 5

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

FOR PROCUREMENT: For digital products, visit http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/ For a list of approved FAA Print Providers, visit our website at: http://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

REPORTING CHART ERRORS
You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://faa.gov/go/aixi prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

DISNEYLAND THEME PARK
Pursuant to Public Law 108-199, Section 521, aircraft flight operations are prohibited at and below 3000 feet AGL within a 3 nautical mile radius of the Disneyland Theme Park (33 48 05 N / 117 55 17 W or the Seal Beach (SLI) VORTAC 066 degree radial at 6.8 nautical miles) except as specified. See Supplement for details

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES
All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

For weather camera information visit https://weathercams.faa.gov

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

INTENSIVE FLIGHT TRAINING AREAS

CAUTION
INTENSIVE FLIGHT TRAINING
123.5 BELOW 4500'
LAKE MATHEWS

To enhance safety in the vicinity of intensive flight training, frequencies are listed for air-to-air communications with other pilots using or transitioning the area.

The following guidelines are encouraged when utilizing these areas:

The flight does not require communications with or a clearance from Air Traffic Control.

All flights are to be conducted under visual flight rules and in compliance with FAR 91.155.

Pilots are encouraged to have a current Los Angeles Terminal Area Chart in the aircraft.

Use of anticollision lights, aircraft position/navigation lights and landing lights is recommended.

Use of indicated VFR checkpoints is helpful to provide location information between pilots using these areas.

NAME	CEILING	FREQ
SANTA FE	4500	123.3
	AT OR BELOW 2000	123.025
LA HABRA	4000	123.3
	AT OR BELOW 2000	123.025
REDLANDS	7500	123.3
CAJON PASS	4500	123.3
JOHN WAYNE	4500	123.5
	AT OR BELOW 2000	123.85
EL TORO	4000	123.5
	AT OR BELOW 2000	122.85
BLOCKHOUSE		123.5
LAKE MATHEWS	4500	123.5

CAUTION
INTENSIVE FLIGHT TRAINING
123.5 BELOW 4500'
122.85 AT OR BELOW 2000'
JOHN WAYNE/ORANGE COUNTY

CAUTION: At or below 2000' when operating along a line parallel to and one mile North and South of Riverside Freeway Corridor from West Corona the extension of that line intersects the beach just South of Main Corona Harbor. Pilots are to monitor 123.0 when in this area and all areas South of this line in the LA Basin, pilots are encouraged to make regular position reports on 122.85 when not in contact with ATC. ATC flight following is recommended.

CAUTION
AEROBATIC TRAINING
123.5 BELOW 4500'
123.85 AT OR BELOW 2000'
BLOCKHOUSE

CAUTION
INTENSIVE FLIGHT TRAINING
123.5 BELOW 4500'
LAKE MATHEWS

CAUTION
INTENSIVE FLIGHT TRAINING
123.5 BELOW 4500'
LAKE MATHEWS

CAUTION
AEROBATIC TRAINING
123.05 FROM 3800' TO 7800'
SEE SUPPLEMENT SPECIAL NOTICES REDLANDS

CAUTION: Intensive Parachute Activity at or below 18,000 MSL Advisory freq 122.775 or SOCAL 134.0

CAUTION: Intensive Parachute Activity at or below 18,000 MSL Advisory freq 122.9 or SOCAL 134.0

Ctc SOCAL on 124.1 or 127.3 for Restricted Area activity status.